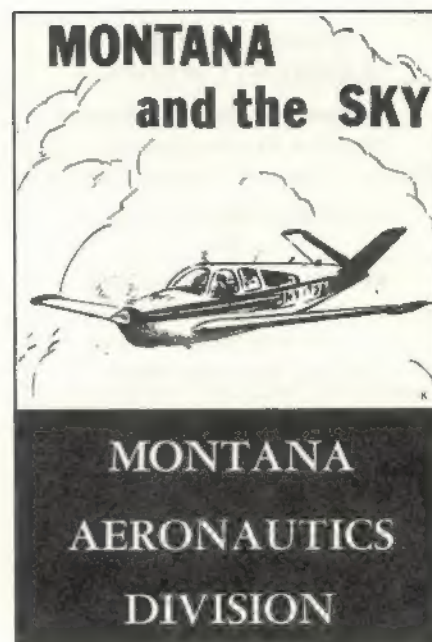




Jesse Apedaile presenting Harold Price a stainless steel model supercub.



VOL. 29, NO. 4

April, 1978

## VETERAN MONTANA PILOT MOURNED



Chauncy T. Flynn, 77, a Chinook area rancher and avid pilot, died unexpectedly March 13. Flynn was the first Montanan to be named "Pilot of the Year" by the Montana Pilots Association. He also served on the Blaine County Airport Commission from 1946-1968 and was a member of OX5 Aviation Pioneers and the Aircraft

Owners and Pilots Association.

Mr. Flynn was elected to the Cowboy Hall of Fame in 1969. He served as president of the Montana Stockgrowers Association in 1965-67, was past president of the Northcentral Stockgrowers Association and past director of the National Cattlemen's Association.

He was also a member of the Veterans of Foreign Wars, American Legion, a life member of the B.P.O. Elks, and a member of the Fraternal Order of Eagles.

Surviving besides his wife Blanche, are two daughters, a brother, a sister and two grandchildren.

## YELLOWSTONE AIRPORT POSITIONS AVAILABLE

Three temporary positions are available during the summer operation of the Yellowstone Airport. Job titles, approximate dates of employment and approximate salary follow:

Security Guard II, June 7-September 15, \$3.70 per hour, 40 hour week; Custodial Worker III, May 1-October 5, \$4.03 per hour, 40 hour week; Firefighter, June 1-September 10, \$4.37 per hour, 40 hour week.

For further information, contact Ted Mathis, Airport Manager, Montana Aeronautics Division, P.O. Box 5178, Helena, MT 59601, phone (406) 449-2506.

## MPA ANNUAL CONVENTION

Great Falls Hangar will host the annual Montana Pilots Convention June 2-4, 1978 at the Heritage Inn in Great Falls. The theme will be Cabaret Casino Classics.

The convention will begin Friday with a noon board meeting, to which everyone is invited. From 1:00 to 4:00 will be a safety seminar, followed by cocktails at 6:00 and at 7:00 Casino Night will begin.

Saturday from 8:00 to 10:00 will be a champagne survival breakfast. The annual meeting will begin at 10:00.

Saturday evening cocktail hour will be at 6:00, followed by the Awards Banquet at 7:00 (with live girls). Dancing will follow.

Sunday morning there will be a Fly-Away Breakfast — donuts and coffee at Holman Aviation.

For further information on the convention contact Don Eades, 300 River-view, 6th West, Great Falls 59404, or call 761-8570.

Show your interest in your fellow pilots by sending your awards nominations to Dr. J. Milton Small, 201 Montana Building, Great Falls 59401. Categories are: Junior Pilot of the Year, Senior Pilot of the Year, Bent Prop Award, Bill Matthews Award, Outstanding Pilot of the Year.



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COMMUNITY AFFAIRS**

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Harold A. Frysile, Director  
Martin T. Mangan, Deputy Director**

**Official Monthly Publication  
of the**

**AERONAUTICS DIVISION**

**Phone 449-2506**

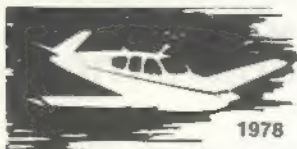
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**MONTANA AND THE SKY** is published monthly in the interest of aviation in the State of Montana.

Second-Class postage paid at Helena, Montana 59601

Subscription \$1.50 per year

Edited by: Bernice M. Peacock

THURBER'S  HELENA

## ADMINISTRATOR'S COLUMN



The Aeronautics Board held a public hearing on March 16 in response to Big Sky Transportation Company's application for a Certificate of Public Convenience and Necessity. Big Sky's proposed routes are Billings-Helena-Kalispell, and Billings-Butte-Missoula, each being served twice per day and flown with Metroliners.

After review and deliberation of the testimony submitted, the hearing officer, Frank Kampfe, will present his findings and recommendations to the Aeronautics Board for their consideration, at which time a final decision will be announced.

We have been notified by Wyoming Air, Limited, that they plan to submit an application for certificate of public convenience and necessity to serve Billings from Denver with stops at Casper and Sheridan. Wyoming Air has already been granted a certificate from the Wyoming Public Service Commission to serve the Wyoming segments of their proposed route.

The Aeronautics Board held their regular meeting on March 17. The Board reviewed the Aeronautics financial situation with a great deal of concern regarding our future activity. It is obvious that in order to continue our present level of operation, increased funding will be necessary. Several possible legislative proposals were discussed, however, no definite decisions were made at this time. The Board requested that we research further

some of the proposals for more in-depth information.

The Board is becoming more and more concerned over the financial burdens placed upon our budget by the increased third level airline hearings. With the strong possibility of the airline regulatory reform (Deregulation Bill) passing, they anticipate that many more hearing applications will be received. With this in mind it is anticipated that a bill will be introduced to increase the cost of filing fees sufficient to more realistically cover the cost of the hearings. No firm decision was made on this matter.

I attended the Bozeman/Belgrade MPA meeting March 21. Charlie Bowman chaired the meeting and several items of business were discussed. I informed the group that the Aeronautics Division is planning to hold another work session Fly-in at Schafer Meadows this summer. A date has not yet been set. I anticipate involving not only the MPA but the Flying Farmers and the 99's. Herb Sammons, MPA representative serving on the Aeronautics Board, will head up this fly-in. Herb is also an active member in the Flying Farmers. We will notify you of the dates in our next publication.

Mr. Bowman urged the members to try to attend the MPA spring Fly-in at Great Falls on June 2-4.

I wish to thank the Bozeman/Belgrade MPA Hangar for the invitation to attend and for the pleasant evening.

We have solicited a call for bids to either exchange or overhaul the engine in our Bonanza A-36. The present engine will have 1500 hours at the time the bid is awarded. We are pleased that we have been able to receive 1500 hours of trouble-free operation on the present engine and that our engine reserve set-aside account has sufficient money to pay for the upcoming expenditure. No Aeronautics earmarked revenue moneys will have to be used.



Do your runway lights look like this? If so, they need some attention.





A few of the participants at Harold Price's 70th birthday party.

## BIRTHDAY CELEBRATION

On March 25, 1978 approximately 100 of Harold Price's friends and relatives celebrated his 70th birthday in the dining room at the Billings Airport terminal. Mr. Price is well known in Montana flight circles, especially in central and eastern Montana.

Mr. Jesse Apedaile acted as Master of Ceremonies for the entire program

as many old friends commented on happenings in their past, along the lines of the THIS IS YOUR LIFE program.

Mr. Price was presented with a stainless steel supercub which was an exact replica of those flown extensively by him in the past. Hors d'oeuvres and cake were enjoyed by all along with music furnished by a trio.

All wished him well and hoped to attend his 80th birthday party.



Guests at Hal Price's 70th birthday party.

## MILES CITY HANGAR NEWS

By: Lloyd A. Bowman, D. C., President  
Greetings from the Miles City Hangar.

New officers for 1978 are as follows:

Dr. Lloyd Bowman, President

Floyd Gable, Vice President

Lee Richardson, Secretary-Treasurer

Board Members: Walter Malone, Bill Boulward and George Tillitt.

All officers and directors are from Miles City with the exception of George Tillitt who is from Forsyth.

Meetings held regularly on 1st Monday of each month at Miles Community College at 7:30 p.m.

In cooperation with the Miles City-Custer County Airport Commission, the Miles City Hangar will sponsor a Fly-in, Airshow, Airport Rededication, and a ceremony naming the Miles City Airport Wiley Field, honoring Frank Wiley who started the Miles City Airport at its present location 50 years ago. Frank Wiley was the first aviator in Miles City, operated the first flying service with charter and flight instruction, and owned the Yellowstone Flying School. He instigated the present City Council-County Commissioner Inter-local agreement with both city and county operating and owning the Miles City Airport and under the jurisdiction of the Miles City Airport Commission. He went on to become the first director of Aviation for the state of Montana, a position he held for many years. Frank Wiley will be present at the dedication ceremony. Plans include a fly-in and breakfast with the usual contests for pilots. Sky divers, balloon flights, radio controlled model airplane exhibitions, aerobatics show, and a fried chicken dinner available for all spectators.

The Miles City Airport was started by Frank Wiley 50 years ago and will complete a five year rebuilding program in April which includes resurfacing both runways, new lighting for runway and taxiways, VASI's on both runways, new permanent hard surfaced tie down areas, plus new hangars and new pilot lounge. We think we have an excellent airfield to show off for the rededication and will hope to attract many of the friends of Frank Wiley to attend the dedication ceremony. The dates are July 8 and 9.

This is an ambitious program but the 64 members of the Miles City Hangar will make this a very memorable day for Frank Wiley.



## NAV AIDS TRAINING COURSE

By: Jerry Burrows  
Aviation Representative

The Navigational Aids Training Course sponsored by this division was held in Billings on March 18 for the electronic technicians who maintain the state's non directional radio beacons (NDB's).



The NDB's, sometimes called H Markers, operate in the 200 to 415 KHz band just below the AM broadcast band and has characteristics uncommon to most communications equipment used today. Technical information is scarce at best and this course was designed to fill these voids.

Stan Swallow, with the FAA in Denver, gave a review of the Airway Facilities Division and covered the requirements for non-federal facilities such as ours and the importance of documentation.



Stan Swallow, FAA, Denver.



Chuck Smith, with Wilcox of Kansas City, Missouri, gave us a great deal of information about NDB antenna systems, counter-poise or underground systems, theory of operation, and went over the different components of a modern solid state transmitter. The transmitter was used in various demonstrations.

The Idaho Aeronautics Division is underway with their statewide NDB program and Larry Hippler with the Division was in attendance to pick up a few pointers. A few other visitors were in attendance.

The course also allowed the people attending a chance to discuss their mutual problems and possible solutions. The technicians who maintain the state's NDB facilities, along with their station(s) are shown in the accompanying list.

### TECHNICIAN

Sheldon Rediske  
Preston Kappes  
Marvin Schock  
Mike Sokoloski  
Jerry Walth  
Nick Poncelet  
Nick Poncelet  
Bud Weamer  
Hank Zimmerman  
Rick Klin  
Harry Roylance  
John Sisson  
John Sisson  
John Sisson  
John Sisson  
Ernest Berland  
Mel Gruel  
Herb Neonnig  
John Devine  
Lloyd Scoles  
Tom Weil

\*Owned by City

### HOME

Baker  
Miles City  
Bynum  
Circle  
Conrad  
Whitefish  
Whitefish  
Forsyth  
Glendive  
Hamilton  
Harlowton  
Glasgow  
Glasgow  
Glasgow  
Glasgow  
Plentywood  
Joliet  
Billings  
Cut Bank  
Sidney  
Bozeman

### NDB STATION(s)

Baker  
Broadus  
Choteau  
Circle  
Conrad  
Eureka  
Polson  
Forsyth  
Glendive  
Hamilton  
Harlowton  
Glasgow\*  
Jordan  
Malta  
Wolf Point  
Plentywood  
Red Lodge  
Roundup  
Shelby  
Sidney  
West Yellowstone

### FREQUENCY

BKU 344  
BDX 335  
CHX 269  
CRR 245  
CDR 293  
EUR 392  
PLS 275  
FOR 236  
GDV 410  
HMM 410  
HWQ 242  
MKR 339  
JDN 263  
MLK 272  
OLF 404  
PWD 251  
RED 203  
RPX 362  
SBX 347  
SDY 359  
ESY 338

Should any of these stations be off the air without a NOTAM, please contact any or all of the following: the fixed base operator, airport board representative, technician, and/or this office.

### UNICOMS

New unicom stations have been licensed and installed at Stevensville and Stanford on 122.8 Mhz. Give them a call the next time you are in the area.

## MAYBE IT'S NOT TOO LATE

If you are having a summer fly-in or air show it is pretty late to publicize it in this newsletter, but if the event is to occur in June, July or August, there is still time. Send us all the details and we will tell our readers about it. When, where, what, who. Deadline for receipt of material to be published the same month is the 5th of the month.

## YELLOW PAINT AVAILABLE

The Aeronautics Division has acquired 150 gallons of yellow traffic line paint through the FAA surplus program. The paint has reflective glass beads in it and would be suitable for marking taxiways, tie-downs, etc.

This paint will be given to public airports on a first come - first served basis. If you have a need for some yellow traffic line paint, drop us a line.





Does your segmented circle need a coat of paint?

## SPRING AIRPORT MAINTENANCE

By: Ted Mathis

With spring upon us many flying clubs, pilot and civic organizations, city and county crews will be getting together to spruce up the local airport for the summer.

Here are some maintenance items which may need attention on your airport:

1. If your airport is paved, check for pot holes and repair as needed. If you have a turf or stabilized runway, now is the time to blade off those big clumps of grass and roll the runway while there is still some moisture in the ground.

2. How does that wind sock look? If it's frayed and torn, now is the time to replace it. The Aeronautics Division sells bright orange 18, 24 and 36 inch diameter nylon windsocks for \$15.50, \$20.50 and \$26.00 respectively. Please measure the diameter before ordering. Oh yes, while you're at the wind standard, don't forget to grease the bearings and give the standard and the segmented circle a coat of paint. If you have a lighted wind cone be sure to replace any burned out bulbs.

3. Snow plows can raise havoc with runway and taxiway lights and tiedown ropes and chains. Be sure to repair or replace these items as needed.

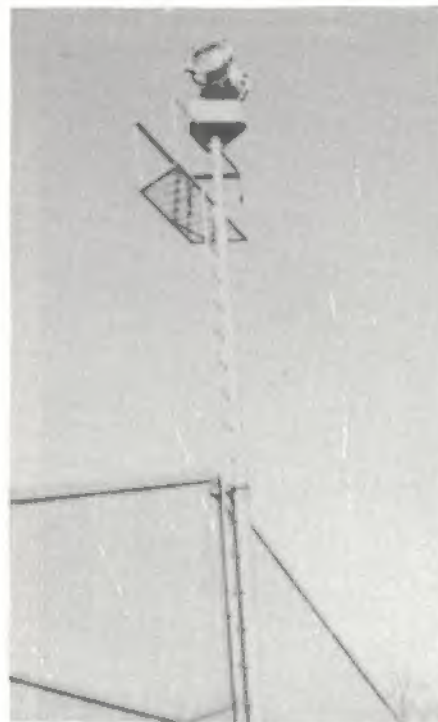
4. Winter takes its toll on perimeter fences, gates and signs. Be sure to repair them.

5. How is your airport beacon working? When was the last time you changed the bulb, cleaned the lenses

or oiled the motor. This is another important item on your spring maintenance list.

6. A general cleanup of woods and trash does a great deal to beautify the airport.

Your airport is the front door to your community. Why not do your part to keep it looking good and operating properly.



When was the last time your airport beacon was serviced.



Be sure to replace that worn windsock.

## CALENDAR

**June 1** — Reopening of Yellowstone Airport, West Yellowstone, MT.

**June 2-4** — Montana Pilots Convention, Heritage Inn, Great Falls.

**June 12-30** — Aviation Education Summer Workshops, Montana Tech, Butte.

**June 12-21** — Aviation Education Summer Workshops, Montana State, Bozeman.

**June 19-28** — Aviation Education Summer Workshops, Eastern Montana College, Billings.

**June 29-July 1** — Aviation Education Summer Workshops, Northern Montana College, Havre.

**July 8 & 9** — Miles City Airport, 50th Anniversary and Rededication as Frank Wiley Field.

**July 10-21** — Aviation Education Summer Workshops, Carroll College, Helena.

**July 15-16** — Lewistown Antique Aircraft Fly-In and Air Show. Contact Frank Bass for further information. 501 1st Ave., South, Lewistown, MT 59457.

**August 6** — Air Show, Livingston, MT

**Oct. 6-8** — Montana Flying Farmers Convention, Havre.

**October 28** — Second Annual Great Falls to Jackpot "Halloween Air Race". For further information contact Race Chairman, Patti Thompson, 2844 4th Ave., South, Great Falls 59405.





Jeff Morrison, Morrison Flying Service, Pinch Hitter Instructor.

## AVIATION EDUCATION

By: Sam Griggs, Supervisor

Liz Gunn hosted a Pinch-Hitter course for the 99's in Helena the nights of Tuesday and Wednesday, March 28 & 29. About ten people registered for the two-night course. Talent was provided through Morrison Flying Service, the Aeronautics Division and the local FAA.

Jeff Morrison opened the first evening with a discussion on basic aerodynamics and aircraft control.



Sam Griggs discussed basic navigation and aeronautical charts. Will Mavis, FAA Tower Chief, handled communication the second night, and Jack Van de Riet, FAA Accident Prevention Counselor, finished the evening with a discussion of radio navigation.

We had 21 entries in our essay contest. The two winners were Debbie Stroh from Havre and Jerry Pester from Hingham. It was a hard choice to make because of many well written papers. We intend to invite the winners down to Helena for the award presentation and invite the local press, radio and TV to attend.

Congratulations Debbie and Jerry!



Interested participants at Pinch Hitter Course.

## NEW SERVICE AVAILABLE

Michel's Flying Service, Livingston, owned by Harold and Sharon Matovich, has added a new upholstery shop with a large selection of new FAA approved fabrics, vinyls, leathers and carpets to choose from. They have invited everyone to drop in and see them or call (406) 222-0932 any time.

Sharon has advised us that there is no other FAA approved upholstery shop in Montana or the surrounding states.

## "ROGER WON'T HACK IT"

By: Dale Uppinghouse  
FAA GADO 1,

Accident Prevention Specialist

The controller cleared the B-727 to descent to FL-280. The crew received the clearance, but they understood the assigned altitude to be FL-230. The first officer acknowledged: "Two Three Zero." (230 was the flight number). The controller believed that the crew had received the proper clearance. The 727 descended to FL-230 and in the process almost collided with a DC-9. (True story).

Increased flying on IFR flight plans has led pilots and controllers to "drop their guard," so to speak. Pilots do not always read back clearances and the controllers tend to accept it. Most pilots read back the clearance in the same order that they receive it. Others repeat their clearance in the reverse order.

Not only is IFR traffic on the increase, cockpits are noisy (whether 727 or Tri-Pacer). Most general aviation pilots have no co-pilots to copy clearances, and have you noticed that passengers have an uncanny sense of timing? They always start a conversation just as a clearance is coming through. Add all these factors plus a stream of fast clearances and unfamiliar area, and we have the makings for a misunderstood clearance. It's time to think about these things.

New procedures published in the AIM, Part I, inform pilots that they should **READ BACK** altitude and radar vector heading assignments. Controllers expect to receive a clearance read back from a pilot instead of a simple acknowledgment. Let's all get with the program. Let's be **SURE** we understand each clearance. Leave metal bending and shearing to the machinists. They do a neater job.



## AIRPORT MANAGER POSITION AVAILABLE

We have been advised by the Aeronautics Division, Arizona Department of Transportation, that the airport manager at Grand Canyon National Park Airport in Arizona will be retiring, and the position will be open.

His duties include directing management, maintenance and operations of the airport, public relations, FAA liaison, contract negotiations and administration, enforcement of regulations governing airport use, budget preparation and ADAP administration. Experience required is four years management experience with at least two years in airport management, college degree with majors in Airport Management, Aeronautical Technology, Public Management or Business Administration may be substituted for two years of management experience. The Aeronautics Division is an Equal Opportunity Employer.

If interested, you may address your correspondence to Aeronautics Division, Arizona Department of Transportation, 205 South 17th Avenue, Phoenix, AZ 85007. Phone (602) 261-7778.



## HISTORICAL AIRCRAFT

Before coming to final rest in the Henry Ford Museum in Dearborn, Michigan, DC-3 No. 21728 made flying history. It will serve as a monument to the 10,928 civilian and military versions built by Douglas Aircraft Company. An estimated 3,300 are still flying.

N21728 rolled off the assembly line August 11, 1939, and into service for Eastern Airlines. It logged 51,389 hours and 12 minutes for Eastern before being sold in 1952 to North Central Airlines. After adding almost 32,000 more hours, North Central retired old "728" in 1965 to promotional and public relations flights (1,843 more hours). The airline donated the plane to the

museum for permanent display to become the 9th of the 10 planes named by the Doolittle Commission as the most significant piston-powered aircraft of all time. The aircraft had no mishaps in 36 years.

## FAA GENERAL AVIATION NEWS BRIEFS

**USE IT OR LOSE IT** — Spokesman for one of the major aircraft radio manufacturers is advising pilots that turning off aircraft radios in flight does not prolong their lifespan. The manufacturer believes that avionic equipment will actually last longer if it is kept running whenever the airplane engine is running, and estimates that a regularly-used radio may last three times as long as one used only rarely. Other factors that contribute to a long life for radio equipment include proper grounding and adequate cooling. Lack of the latter is considered the greatest single contributor to aircraft radio problems (and in many cases could void the warranty of new radios.)

**FAA AIRPORT OFFICES** — Persons who may have a need for addresses or phone numbers of FAA Regional Airports Divisions or FAA Airports District/Field Offices should write for the updated listing of such offices. Publication also includes maps show-

ing boundaries of areas covered by various offices. Ask for "Address List for Regional Airports Divisions and Airports District/Field Offices" (AC 150/5000-3D).

**AI LIST UPDATED** — The Directory of FAA-certificated mechanics who hold Inspection Authorization is now available in an updated form. The 125-page book includes all current AI's listed according to states, plus a separate section for those operating in foreign countries. The book, "FAA Inspection Authorization Directory" (AC 65-13C) is free.

**TRANSPONDERS—WHO NEEDS THEM?** — is one of the questions answered in a new FAA advisory circular, AC 91-50 which reviews the regulations that pertain to use and servicing of transponders. Currently, 4096-code transponders and altitude encoders are needed to fly in Group I Terminal Control Areas (TCA's) or above 12,500 feet MSL (except in high mountainous areas, in which cases they are not required below 2,500 feet AGL). To fly in a Group II TCA pilots need 4096-code transponders but not altitude reporting capability. Copies of "Importance of Transponder Operation and Altitude Reporting" (AC 91-50) are free.



Seated around the table at the Bozeman/Belgrade Hangar meeting, left to right Harry Noel, Pat Noel, Charlie Bowman, Ian Elliott, Mel Love, Al Newby, Norm Muider, Mrs. Al Flikkema, Al Flikkema, Winifred Thompson, Mr. Alvin Thompson with his back to the camera.



#### CHECKING THE DIPSTICK ANGLE

— Avco Lycoming is reminding pilots flying the new model (172N) of the Cessna Sky-Hawk to note that the dipstick on these aircraft must be installed in a vertical position, rather than at an approximately 45 degree angle, as was the case with earlier models of the same aircraft. The new model uses a newly designed engine which has the oil access door on the top of the cowl, near the centerline of the powerplant. If the pilot forces the dipstick to go in at an angle, it can be chewed up by the crankshaft when the engine is running, distributing pieces of metal in the oil system.

Advisory circulars mentioned are available free from DOT/FAA Distribution Unit, TAD 443.1, Washington, D.C. 20590.



Pinch Hitter Course sponsored by the 99's.

#### MEMBER

#### NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."



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April, 1978

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